

JANUARY TO MARCH 2026

PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

1ST QUARTER REPORT



ENHANCING REGIONAL COOPERATION...



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A OVERVIEW

Number of incidents

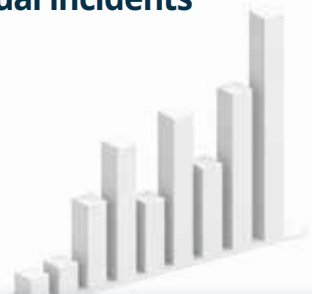
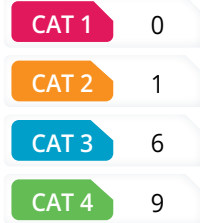
16 incidents

Actual **16** incidents

Attempted **0** incident



Severity of actual incidents



No Piracy incident

16 armed robbery against ships



Status of ship

6 Anchored/Berthed

10 Underway



Areas of Concern



Straits of Malacca and Singapore (SOMS) – continued occurrence of incidents



Recommendations

Law Enforcement Agencies



- Respond promptly to incidents
- Strengthen coordination & promote information sharing among States



- Increase surveillance & patrols
- Arrest & prosecute perpetrators



- Engage shipping industry to encourage incident reporting & information sharing
- Minimise detention time of ship for investigation after incident

Ship master and crew



- Report all incidents immediately to nearest coastal States
- Be vigilant, maximise lookouts & sound alarm



- Make informed risk assessment in voyage planning



- Adopt preventive measures when transiting areas of concern
- Keep abreast of latest situation, advisories & navigational broadcasts

B EXECUTIVE SUMMARY

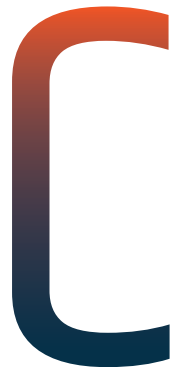
A total of 16 incidents of armed robbery against ships (ARAS) were reported in Asia during January-March 2026, which marks a 64% decrease in the number of incidents compared to the same period in 2025 (44 incidents). However, there has been an increase in the number of incidents in the Philippines. The decrease of incidents occurred in the Straits of Malacca and Singapore (SOMS), Indonesia, India and South China Sea. No piracy incident was reported in Asia during January-March 2026.

A total of six incidents were reported at the ports/anchorages in the Philippines in January and February 2026. With the law enforcement efforts of the authorities of Philippines in responding to the reports of the incidents, two arrests of perpetrators were made. No incident was reported in March 2026. More details of the arrest can be found in **Part E** of this report.

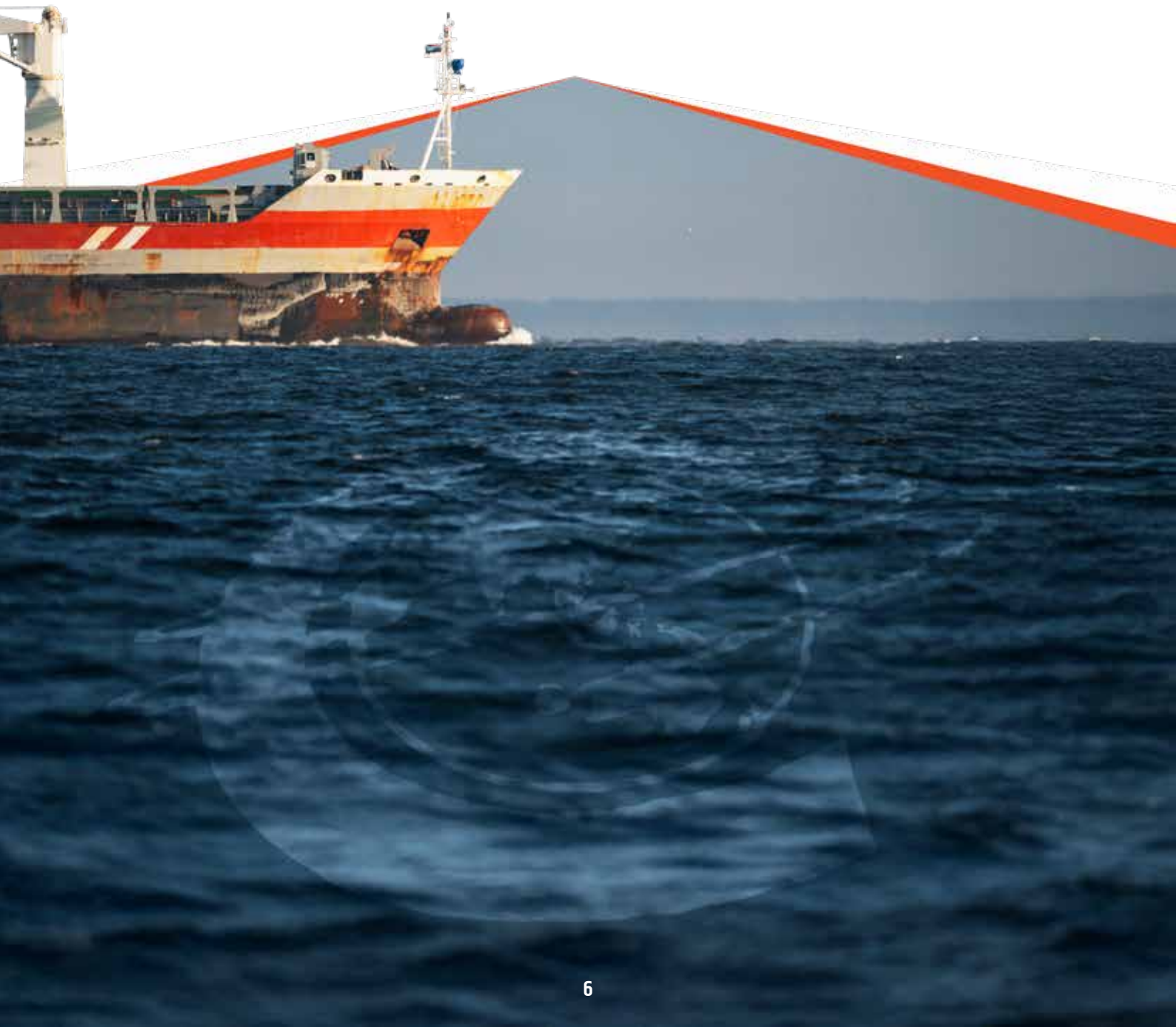
The situation in the SOMS has seen significant improvement, with 10 incidents reported during January-March 2026 compared to 36 incidents during the same period in 2025. Notably, the number of incidents in SOMS declined significantly since September 2025 after several arrests of perpetrators were made by the Indonesian authorities in July and August 2025. This demonstrated that the arrests send a strong deterrent message to would-be perpetrators. While there has been a decrease of incidents in SOMS since the second half of 2025, the continued occurrence of incidents during January-March 2026 was of concern and indicates the presence of other groups of perpetrators operating in the area. Three incidents of sea robbery were reported while ships transited the Phillip Channel, in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS) on 18 March and 19 March 2026. In response, the Centre on 19 March 2026 issued an Incident Alert to the maritime community to warn them about the possibility of further incidents.

No incident of abduction of crew for ransom in the Sulu Celebes Seas and waters off Eastern Sabah was reported during January-March 2026. The last incident occurred in January 2020, making 2026 the sixth consecutive year that the region is incident-free for crew abduction. In January 2025, the threat level was downgraded to **'LOW'** meaning **'No information or monitored activities suggest an impending attack; hence incidents are not expected to occur'**. However, the threat of abduction of crew for ransom remains due to the remnants of the Abu Sayyaf Group (ASG) in the Sulu and Tawi Tawi area. Ships are advised to stay vigilant when transiting the Sulu-Celebes Seas, and report incidents to the Operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM), and maintain communication with the relevant authorities when transiting the area.





INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA



C INCIDENTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

Situation Update

Number of Incidents

A total of **16 incidents** of armed robbery against ships (ARAS)¹ were reported in Asia during January-March 2026. No piracy² incident was reported during this period. This marks a **64% decrease** in the total number of incidents compared to the number of incidents reported during January-March 2025 (44 incidents). All 16 incidents reported during January-March 2026 were actual incidents³. Refer to the **Appendix** on '*Description of incidents (January-March 2026)*' for details of the incidents.

The 16 incidents in Quarter 1 (Q1) 2026 is the lowest number of incidents reported among the first Quarters of 2022-2026. However, comparing with the preceding quarter (Q4 2025), the number of incidents has slightly increased from 13 incidents to 16 incidents.

Chart 1 shows the number of incidents reported to the ReCAAP ISC in each quarter of 2022-2026 and the total number of incidents each year.

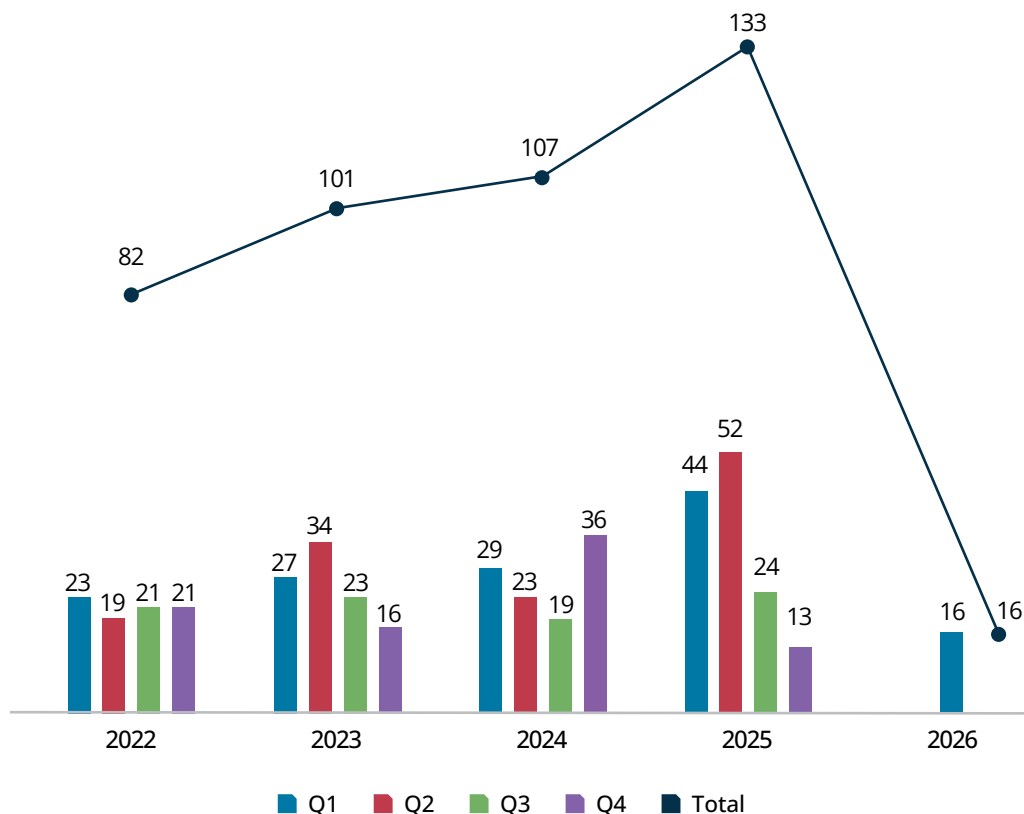


Chart 1 - Number of incidents (Quarterly number vis-à-vis total number of 2022-2026)

- 1 Armed robbery against ships is defined in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025 (26). Refer to Appendix for more details.
- 2 The definition of piracy is in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82).
- 3 Actual incidents refer to incidents whereby the perpetrators boarded the ship; regardless of whether they stole any items from the crew or took anything onboard the ship.

Incidents of January-March 2026 compared to January-March 2025

The total number of incidents reported during January-March 2026 has **decreased** compared to January-March 2025, in the following locations:

- India: no incident was reported compared to two incidents.
- Indonesia (excluding SOMS): no incident was reported compared to four incidents.
- South China Sea (SCS): no incident was reported compared to two incidents.
- Straits of Malacca and Singapore (SOMS): 10 incidents were reported compared to 36 incidents.

However, there was an increase in the number of incidents in the Philippines during January-March 2026, with six incidents reported compared to no incident reported in January-March 2025.

Straits of Malacca and Singapore

The situation in SOMS showed a marked improvement during January-March 2026 compared to January-March 2025. Despite the improvement of the situation, the continued occurrence of incidents in SOMS in the first three months of 2026 remains a concern. The 10 incidents reported in SOMS represents 63% of the total number of incidents reported in Asia (10 of 16).

More details of the situation in SOMS can be found in **Part D** of this report.

Piracy vs Armed Robbery Against Ships

All 16 incidents reported during January-March 2026 were incidents of ARAS. No piracy incident was reported during this period.

Piracy is defined as occurring on the high seas, whereas ARAS takes place within internal, archipelagic, and territorial waters under the jurisdiction of coastal States.

Majority of the incidents reported in Asia were incidents of ARAS. Over the 20-year period of 2007-2025 and January-March of 2026, the number of piracy incidents has shown a consistent decline. Since 2018, the proportion of piracy incidents remained consistently low, generally at 5% or lower, with zero piracy incidents recorded in several years, including 2021, 2023 and January-March 2026.

Chart 2 shows the number of incidents of piracy versus ARAS for the period of 2007-2025 and January-March of 2026.

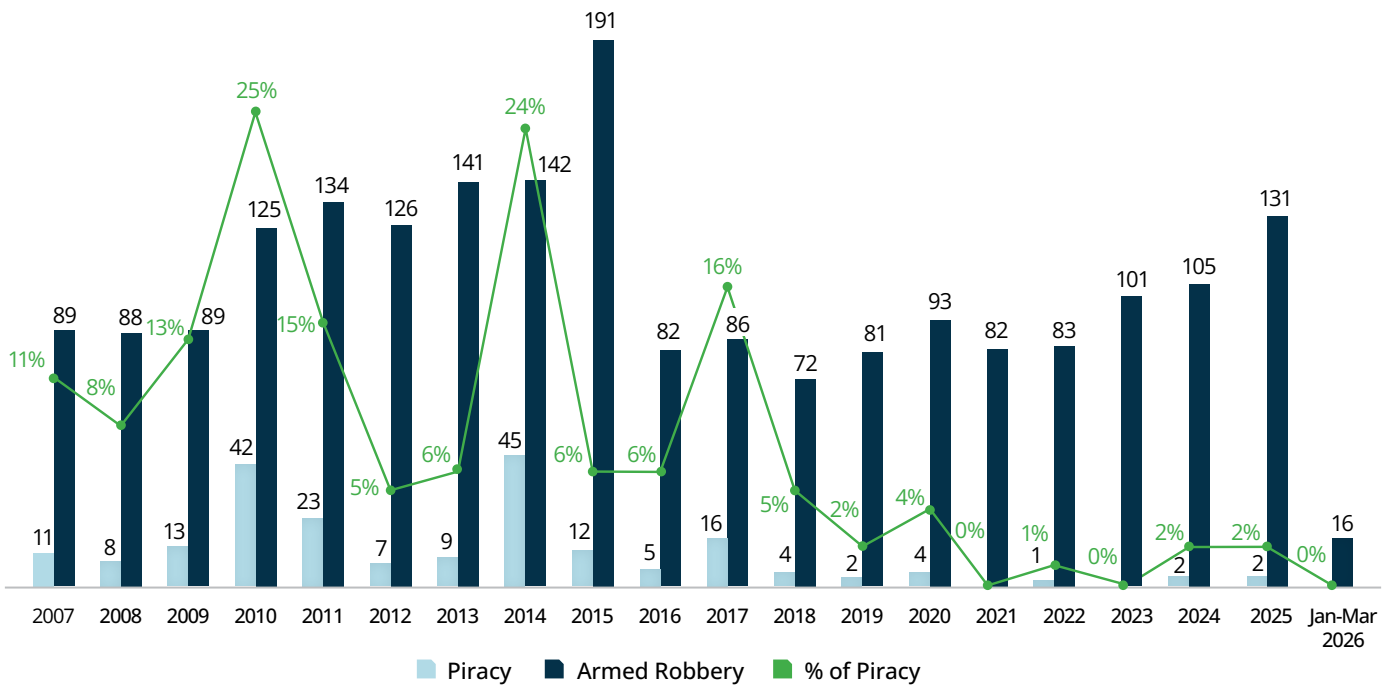


Chart 2 - Piracy Vs Armed Robbery Against Ships (2007-2025 and Jan-Mar 2026)

Significance Level of Incidents

The ReCAAP ISC classifies each **actual incident** into one of the four categories to provide a qualitative perspective of the incidents, and defines each category by the significance (also known as severity) level:

CAT 1 ⁴	Very significant incident
CAT 2 ⁵	Moderately significant
CAT 3 ⁶	Less significant
CAT 4 ⁷	Least significant

Refer to the **Appendix** on the '*Methodology in classifying incidents*'.

Of the 16 actual incidents reported during January-March 2026, one was a CAT 2 incident, six were CAT 3 incidents and nine were CAT 4 incidents. **No CAT 1** incident was reported during this period.

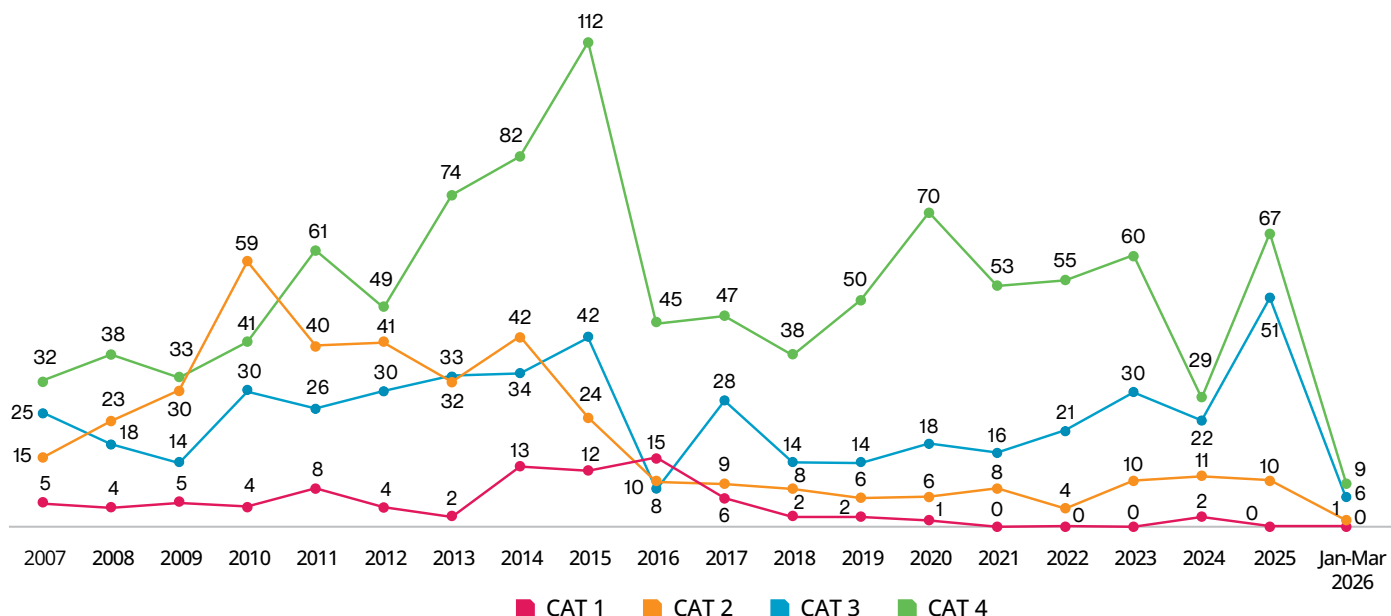
In comparison with 2025, the severity of actual incidents reported in the first three months of 2026 has **slightly decreased**.

During January-March 2026, 6% of the actual incidents reported were CAT 2, 38% were CAT 3 and 56% were CAT 4 incidents. In contrast, in 2025, 8% of the actual incidents reported were CAT 2, 40% were CAT 3 and 52% were CAT 4 incidents.

This is also consistent with the broader trend that incidents in Asia are generally less severe, with CAT 4 incidents consistently forming the majority of incidents.

Graph 1 (next page) shows the significance level of incidents reported during the period of 2007-2025 and January-March of 2026.

- 4 A **CAT 1** incident is classified as '**very significant**' in nature. Under this category, the perpetrators are mostly armed with guns and/or knives, and the crew suffered injury and/or were subjected to physical violence. This include cases of the crew being abandoned, kidnapped or killed. The CAT 1 cases include the ship being hijacked for resale purposes, or the perpetrators took over control of the ship to carry out siphoning of the cargo oil carried onboard.
- 5 A **CAT 2** incident is '**moderately significant**' in nature. Under this category, the perpetrators are armed with knives/machetes and in some incidents they are armed with guns. In such incidents, the crew is threatened or held hostage temporarily and, in some cases, the crew experienced physical violence and suffered injury.
- 6 A **CAT 3** incident is classified as '**less significant**' in nature. Under this category, the perpetrators are armed with knives/machetes or other items such as sticks or rods. Although the crew can be subjected to duress or threat during the incident, they are not physically harmed. In the majority of CAT 3 cases, nothing is stolen. In cases where losses are reported, stores and engine spares are the commonly stolen items.
- 7 A **CAT 4** incident is classified as '**least significant**' in nature. Under this category, the perpetrators are not armed, and the crew not injured. In CAT 4 cases, either nothing is stolen or small items are stolen.



Graph 1 - Significance level of incidents (2007-2025 and Jan-Mar 2026)

CAT 2

The CAT 2 incident reported during January-March 2026 occurred onboard a bulk carrier while it was underway in SOMS. Five perpetrators boarded the ship and one of them was armed with a knife. There was no confrontation with the crew and all crew members were safe. The perpetrators stole a mobile phone before they escaped.

CAT 3

Of the six CAT 3 incidents reported during January-March 2026, four occurred onboard ships while underway in SOMS and two occurred onboard ships while anchored at ports and anchorages in the Philippines.

Among the four incidents in SOMS, three occurred onboard bulk carriers and one occurred onboard a liquefied gas tanker. In all four incidents, the perpetrators carried knives. The crew members were not injured in three of the incidents, and in the remaining incident, while running away from the perpetrators, one crew member struck his forehead on an object which caused a cut. The bleeding stopped after first aid was administered. Engine spare parts were stolen in two incidents, while nothing was stolen in one incident and the master was unable to ascertain if anything was stolen in one incident.

Among the two incidents in the Philippines, one occurred onboard a container ship and one occurred onboard a roro cargo ship. In both incidents, the perpetrators carried knives. In one of the incidents, a crew member was threatened, ordered to remain silent, and confined in the bosun store located beneath the forward mooring station by the perpetrators. The crew was not injured in the other incident. Unsecured items namely walkie-talkie and hydrant caps were stolen in one incident, and nothing was stolen in the other incident.

CAT 4

More than half of the incidents (56%) reported during January-March 2026 were CAT 4 incidents, where the perpetrators were not armed and the crew was not injured. In these incidents, items such as cables, life raft, immersion suit, self-contained breathing apparatus, fire hose couplings, scrap metal from barges etc. were stolen.

Status of Ships

Of the 16 incidents reported during January-March 2026, six incidents (37%) occurred to ships while at anchor/berth and 10 incidents (63%) occurred to ships while underway.

All six incidents that occurred onboard ships while they were anchored occurred at ports and anchorages of the Philippines.

All 10 incidents that occurred to ships while underway occurred in SOMS.

Location of incidents

Table 1 shows the number and location of incidents reported in Asia for the past 10 years (January-March of 2017-2026).

Act = Actual, Att = Attempted

	January-March																			
	2017		2018		2019		2020		2021		2022		2023		2024		2025		2026	
	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att	Act	Att
North Asia																				
China	1				3															
Sub-total	1				3															
South Asia																				
Bangladesh	5		3				2				1			5	2					
India	1		1	1			6		1		2		1	2			2			
Sub-total	6		4	1			8		1		3		1	7	2		2			
Southeast Asia																				
Indonesia	6	2	7	2	2	1	5	1	5		2		4		5	3	3	1		
Malaysia	1																			
Philippines	4		1		2		4		1	1			2		1					6
SOMS		1		2	2		9		7		17	1	20		11		35	1	10	
South China Sea			1														2			
Sulu-Celebes Seas	3	3		1			1													
Thailand																				
Vietnam			2						2											
Sub-total	14	6	11	5	6	1	19	1	15	1	19	1	26		17	3	40	2	16	
Overall total	21	6	15	6	9	1	27	1	16	1	22	1	27		24	5	42	2	16	

Table 1 – Location of incidents (January-March of 2017-2026)

Location of incidents

The locations of incidents reported during January-March 2026 are shown in **Map 1**.

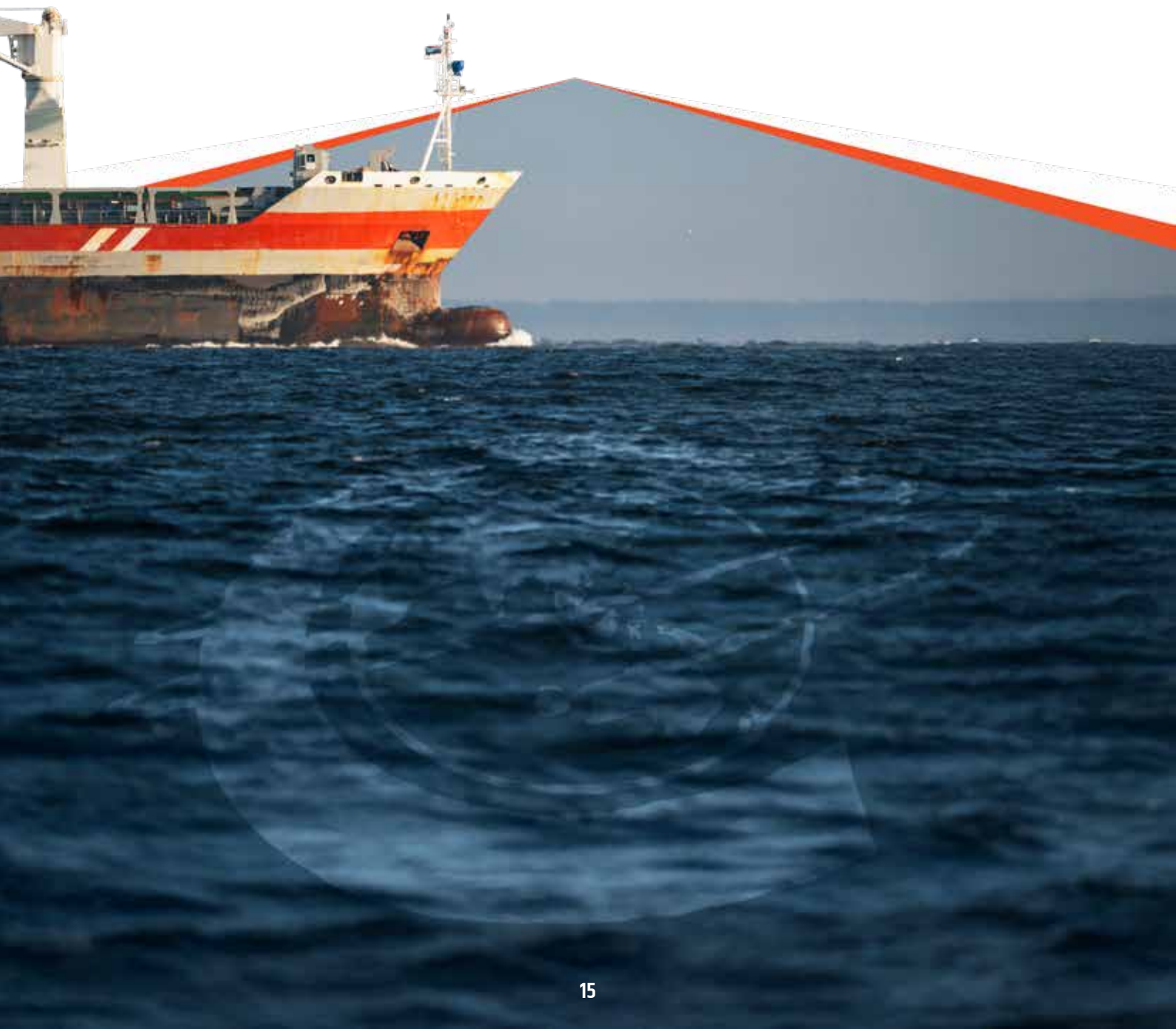


■ CAT 2 ■ CAT 3 ■ CAT 4

Map 1 - Location of incidents (January-March 2026)

D

INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

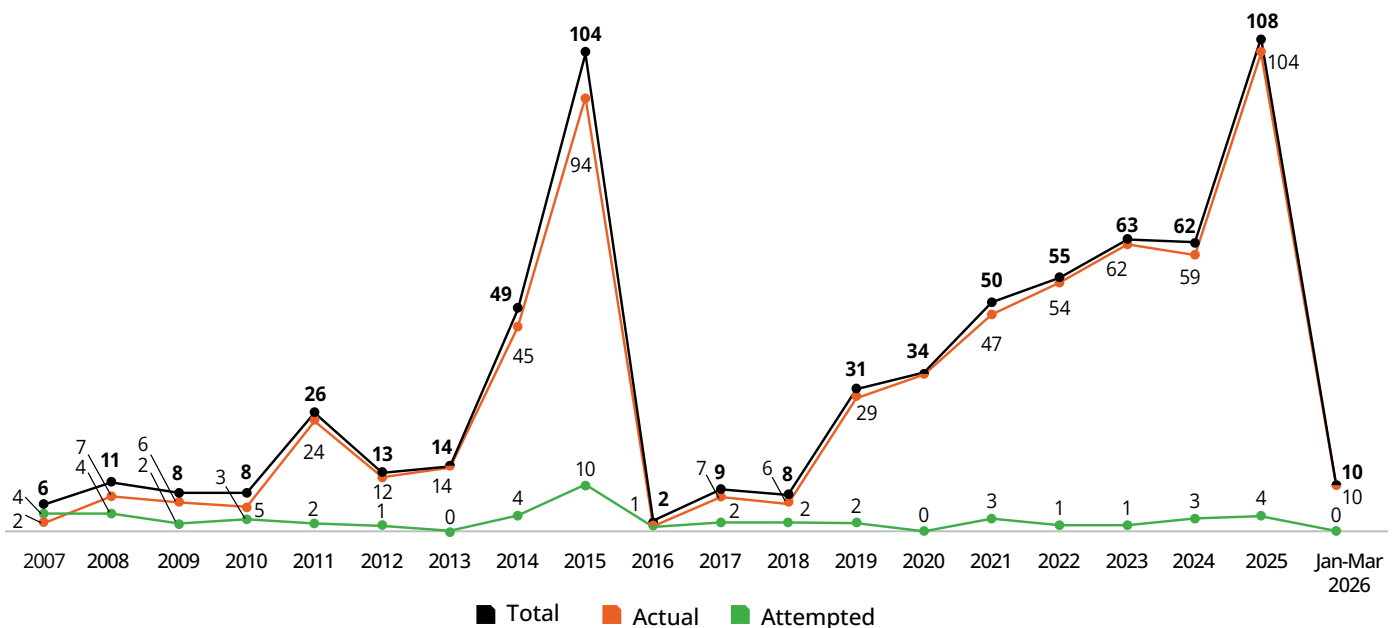


D INCIDENTS OF ARMED ROBBERY AGAINST SHIPS IN STRAITS OF MALACCA AND SINGAPORE (SOMS)

Situation Update

Number of Incidents

A total of 10 incidents were reported in SOMS during January-March 2026. Compared to 2025 (108 incidents), the number of incidents reported in the first quarter of 2026 had **decreased by 91%**. **Graph 2** shows number of incidents reported in SOMS during 2007-2025 and January-March 2026.



Graph 2 - Number of incidents - SOMS (2007-2025 and Jan-Mar 2026)

Significance level of incidents

All the incidents reported during January-March 2026 are actual incidents, of which, one was CAT 2 incident, four were CAT 3 incidents, and five were CAT 4 incidents. More than half of the incidents (51%) reported in SOMS over the past 20 years were CAT 4 incidents.

Compared to 2025, the significance level for the majority of the incidents has decreased, where 47% of incidents reported in 2025 were CAT 3 incidents while 50% of incidents reported in 2026 were CAT 4 incidents. **Chart 3** shows the significance level of actual incidents reported in SOMS during 2007-2025 and January-March 2026.

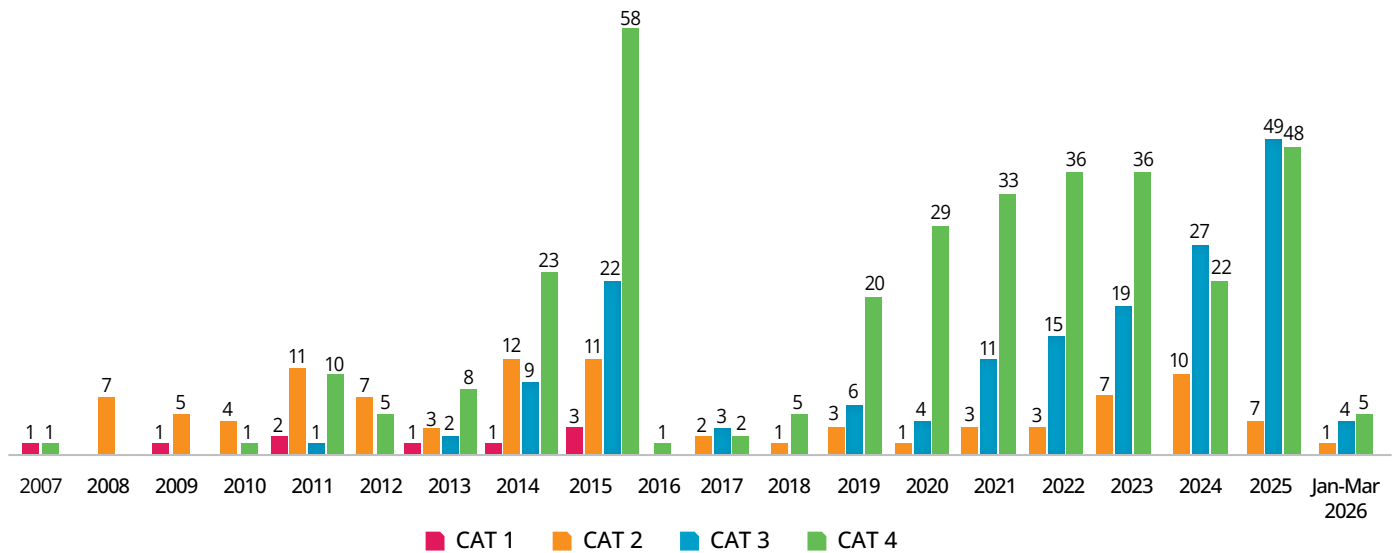
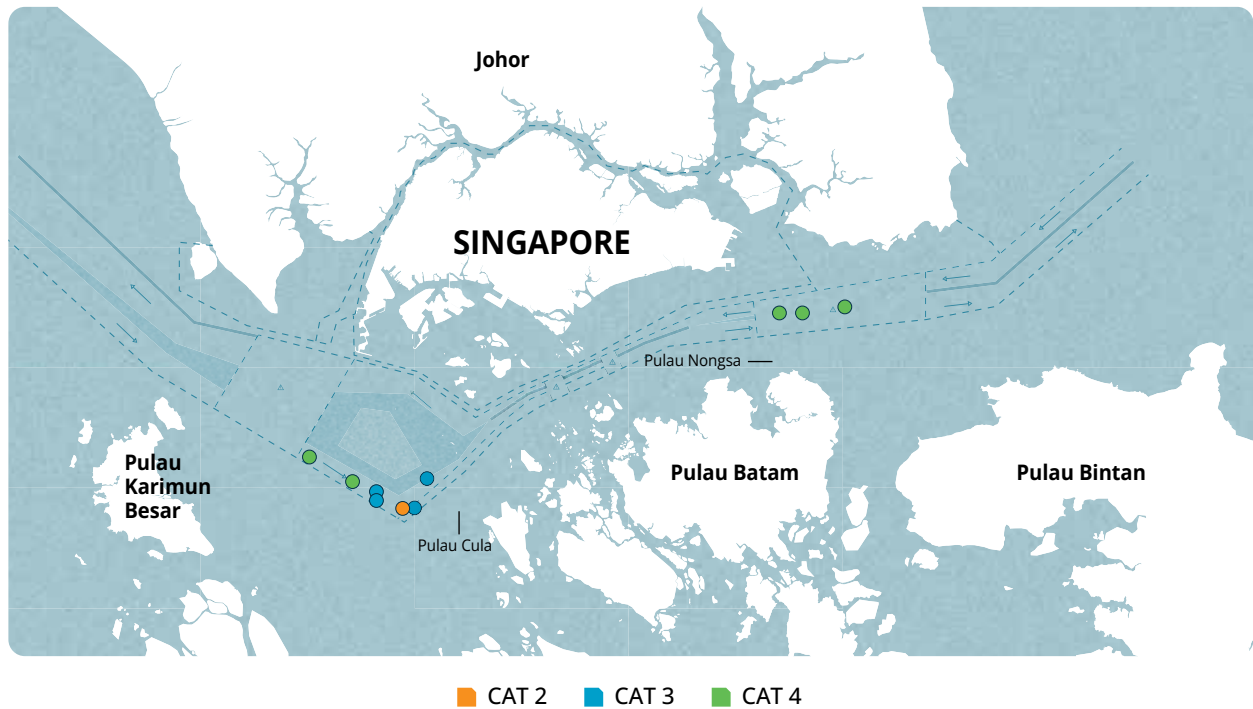


Chart 3 - Significance level of incidents - SOMS (2007-2025 and Jan-Mar 2026)

Location of incidents

Map 2 illustrates the locations of the incidents reported in SOMS during January-March 2026. All incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait (SS). Seven incidents occurred in the waters off Pulau Cula (Indonesia) and three incidents occurred in the waters off Pulau Nongsa Beacon (Indonesia). Notably, the high concentration of incidents is still in the Phillip Channel.

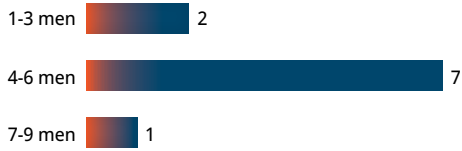


Map 2- Location of incidents in SOMS (January-March 2026)

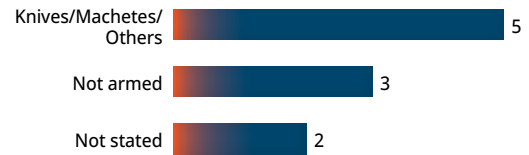
Modus Operandi of Incidents

The modus operandi of the 10 actual incidents that occurred to ships while underway in SOMS are summarised as follows:

Number of perpetrators



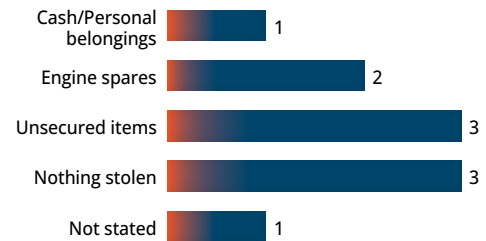
Type of weapons carried



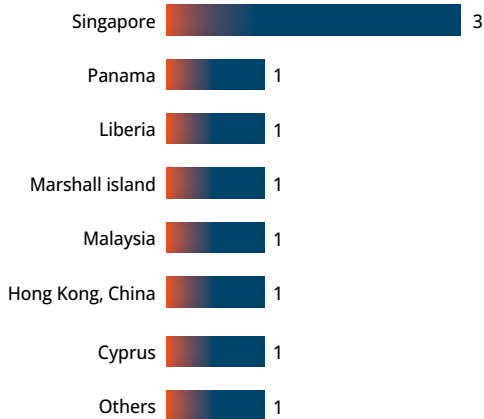
Treatment of crew



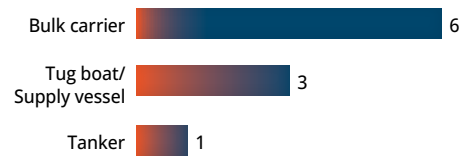
Stolen items



Flag of ships



Type of ships



Time of incidents

	Number of	% of Total Number
Hour of darkness	7	70%
Daylight hours	3	30%

Moon Phases



The observations are as follows:

- 70% (seven incidents) reported groups of 4-6 men while for another 20% (two incidents) involved groups of 1-3 men.
- Half of the incidents (five incidents) reported that the perpetrators carried knives/machetes. In 30% of the incidents, the perpetrators were not armed, while in 20% of the incidents, there was no information if the perpetrators were armed.
- 80% (eight incidents) reported that the crew members were not injured. The crew was slightly injured in one incident when he was running away from the perpetrators.
- 60% of the incidents reported loss of items. The items stolen included cash/personal belongings (10%), engine spares (20%) and unsecured items (30%).
- 60% of the incidents occurred onboard bulk carriers while 30% of the incidents occurred onboard tug boats/supply vessels.
- 70% of the incidents occurred during hours of darkness and 30% occurred during daylight hours.

Efforts by the Littoral States and ReCAAP ISC

Littoral States & Relevant Agencies

The littoral States of SOMS (Indonesia, Malaysia and Singapore) have continued to enhance enforcement efforts both on land and at sea. Through regular interaction programmes at the commander-level, there is strengthened operational cooperation and situational awareness of the areas of concern, particularly during the vulnerable time windows.

The authorities, together with ReCAAP ISC, and relevant stakeholders such as the Information Fusion Centre (IFC) and the Singapore Shipping Association (SSA), have stepped up engagements with the maritime industry to raise awareness on the constantly evolving modus operandi of the perpetrators and encourage the adoption of appropriate shipboard security measures and timely reporting of incidents. The shipowners and industry stakeholders are encouraged to provide CCTV footage of the incident, which has in the past proved instrumental in facilitating arrests and allowing for effective enforcement action.

Measures Implemented by Singapore

The ReCAAP Focal Point of Singapore, the Maritime & Port Authority of Singapore (MPA), also broadcasts advisories and regular alerts to vessels transiting areas of concern to remind seafarers to remain vigilant and to adopt best management practices. In the event of a reported unauthorised boarding incident, the frequency of broadcasts will be increased for the affected Vessel Traffic Information System (VTIS) sector. Navigational telex messages are also broadcast to vessels every four hourly on a daily basis to highlight any recent unauthorised boarding incidents and to reiterate the importance of maintaining a good anti-piracy watch.

The Corrective Action and Preventive Action (CAPA) review has been imposed by Singapore's Ship Registry Department for Singapore registered vessels that have had security breaches, to ensure that the necessary shipboard security measures are in place to prevent recurrence of such incidents. To strengthen compliance and accountability, Singapore has also mandated additional International Ship and Port Facility Security (ISPS) audits for Singapore registered vessels that have experienced security breaches. These audits serve as a corrective and preventive mechanism, ensuring that lapses are identified, remedial measures are implemented, and robust security systems are maintained to prevent recurrence.

To complement these regulatory measures, the Singapore Police Coast Guard (PCG) also conducts 24/7 monitoring and surveillance to promptly detect suspicious activities, including the possible unauthorised boarding of vessels. For vessels that are suspected to have been victims of unauthorised boarding, officers of the PCG Emergency Response Team are also deployed to provide assistance (including boarding and searching for perpetrators) when they are within the port limits of Singapore.

Recommendations

To raise the awareness of the piracy and armed robbery situation in the Singapore Strait (SS), the ReCAAP ISC strongly urges the littoral States of the SS to continue to enhance surveillance and enforcement in their internal waters, archipelagic waters and territorial seas; and to respond promptly to the reporting of incidents.

The littoral States are encouraged to promote cooperation and coordination for patrols and information sharing on incidents and criminal groups involved in order to arrest and prosecute the perpetrators.

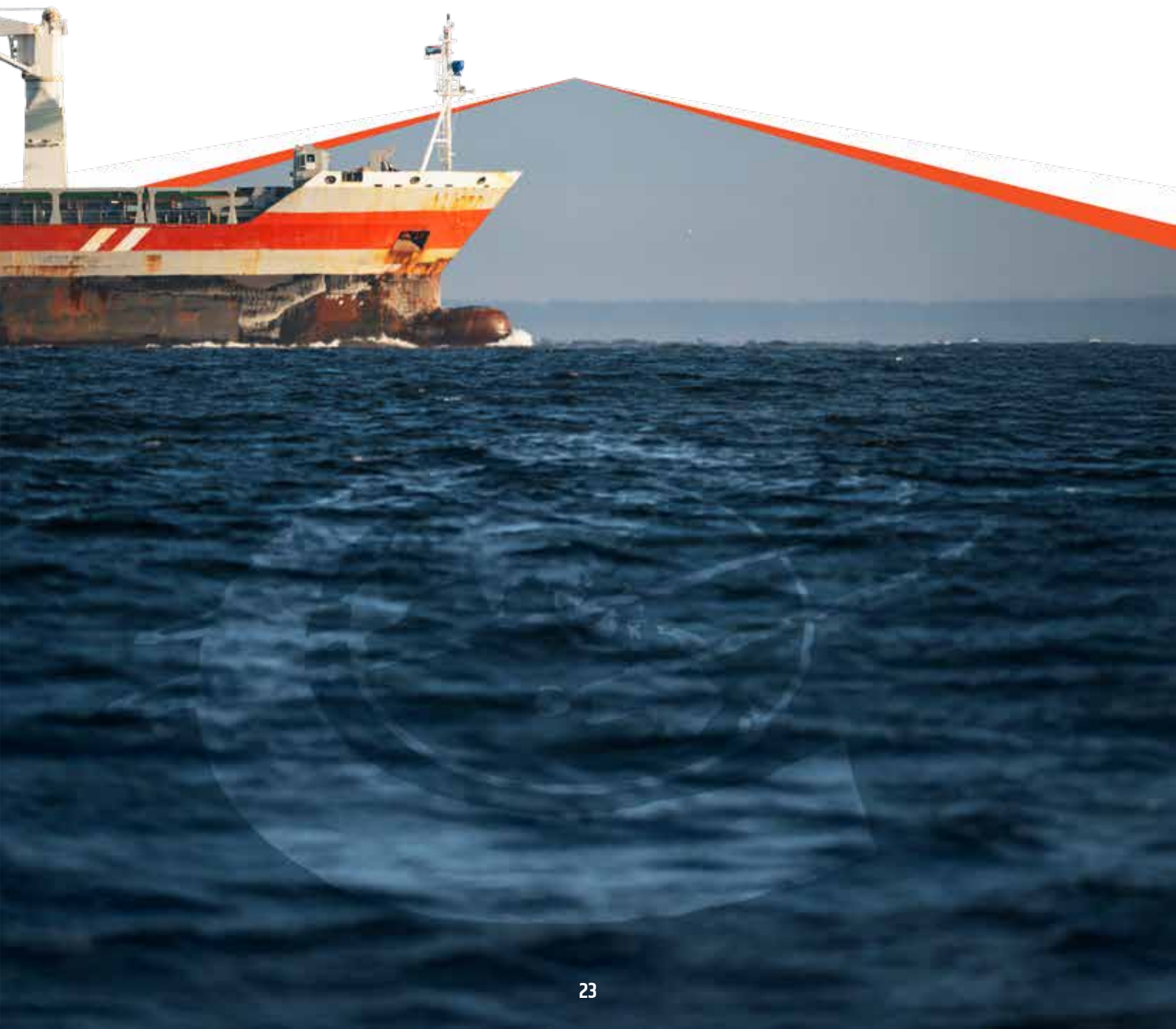
While transiting the SS or an area of concern, ship masters and crew are strongly advised to heighten vigilance and proactively adopt the following measures to prevent boarding by the perpetrators:

- Keep abreast of the latest situation via the ReCAAP ISC Interactive Dashboard (Re-VAMP) (at www.recaap.org), particularly the incident-prone areas in the SS. The ReCAAP ISC's reports contain detailed locations of incidents, including its latitude and longitude.
- Tune in to advisories and navigational broadcasts announced by the authorities.
- Maximise vigilance and lookouts for suspicious small boats; increase watchkeeping; particularly for crew onboard tug boats towing barges during daylight, and for crew onboard bigger ships during night time.
- Ensure that all decks are well lit during hours of darkness, as perpetrators considered a dark deck as a sign of vulnerability. Crew on watch should also be visible, as perpetrators will avoid boarding ships when they see the crew and the deck is illuminated.
- Keep the CCTV and other devices including communication equipment operational to alert the ship crew and record the movement of perpetrators.
- Conduct rounds onboard the ship's decks and ensure that the relevant areas of the ship are locked prior to the ship entering area of concern. Ensure that all doors and hatches having direct access to the bridge, accommodation, store rooms, steering gear compartment and engine room are closed/properly secured. Such activities are to be recorded on the log book.
- Maintain communication with shipping company by providing periodic updates and establish daily communication checks.
- Sound alarm when suspicious boats are sighted loitering in the vicinity of the ship or barge or suspicious individuals are sighted onboard the ship or barge.
- Report all incidents, suspicious activities and presence of suspicious small boats in the vicinity to the nearest coastal State RCC and flag State. Ship crew can refer to the **Poster on updated contact details of the law enforcement of the littoral States of SOMS** (as shown on right).



E

CASE STUDIES



Arrests of Perpetrators

One of the most effective deterrents to criminal activity is the arrest of those involved. In January 2026, authorities in the Philippines had successfully apprehended several perpetrators. The ReCAAP ISC commends the proactive effort of the Philippine law enforcement agency in its swift actions. These efforts exemplify strong regional maritime enforcement and reflect the authorities' firm commitment to maritime security and operational excellence within their waters.

Batangas Port Anchorages incidents

While at anchor at approximately 2350 hrs on 3 January 2026, *Super Shuttle RoRo 9*, a RoRo cargo vessel, was illegally boarded by perpetrators arriving onboard a motor banca. The suspects succeeded in stealing electrical cables from the vessel.

The incident was immediately reported by the Master of the vessel to the Philippine Coast Guard (PCG) Substation Bauan. The PCG personnel promptly proceeded to the reported location and apprehended one suspect who was manning the motor banca used in the crime. A comprehensive search was subsequently conducted onboard the victim vessel, resulting in the arrest of four additional perpetrators found onboard.

All apprehended individuals were charged for violation of Article 122 of the Revised Penal Code, as amended by the Philippine Republic Act No. 7659.



Perpetrator caught manning the motor banca
(Photograph courtesy of Philippine Coast Guard)

On 22 January 2026, at approximately 0125 hrs, while conducting intensified seaborne maritime security patrols in the vicinity of Bauan, Batangas, personnel of Coast Guard Sub-Station (CGSS) Bauan observed a suspect climbing onboard the same vessel, *Super Shuttle RoRo 9* from an unnamed motor banca.

The PCG team immediately responded and apprehended the suspect. A knife was recovered onboard the motor banca used in the attempted boarding.

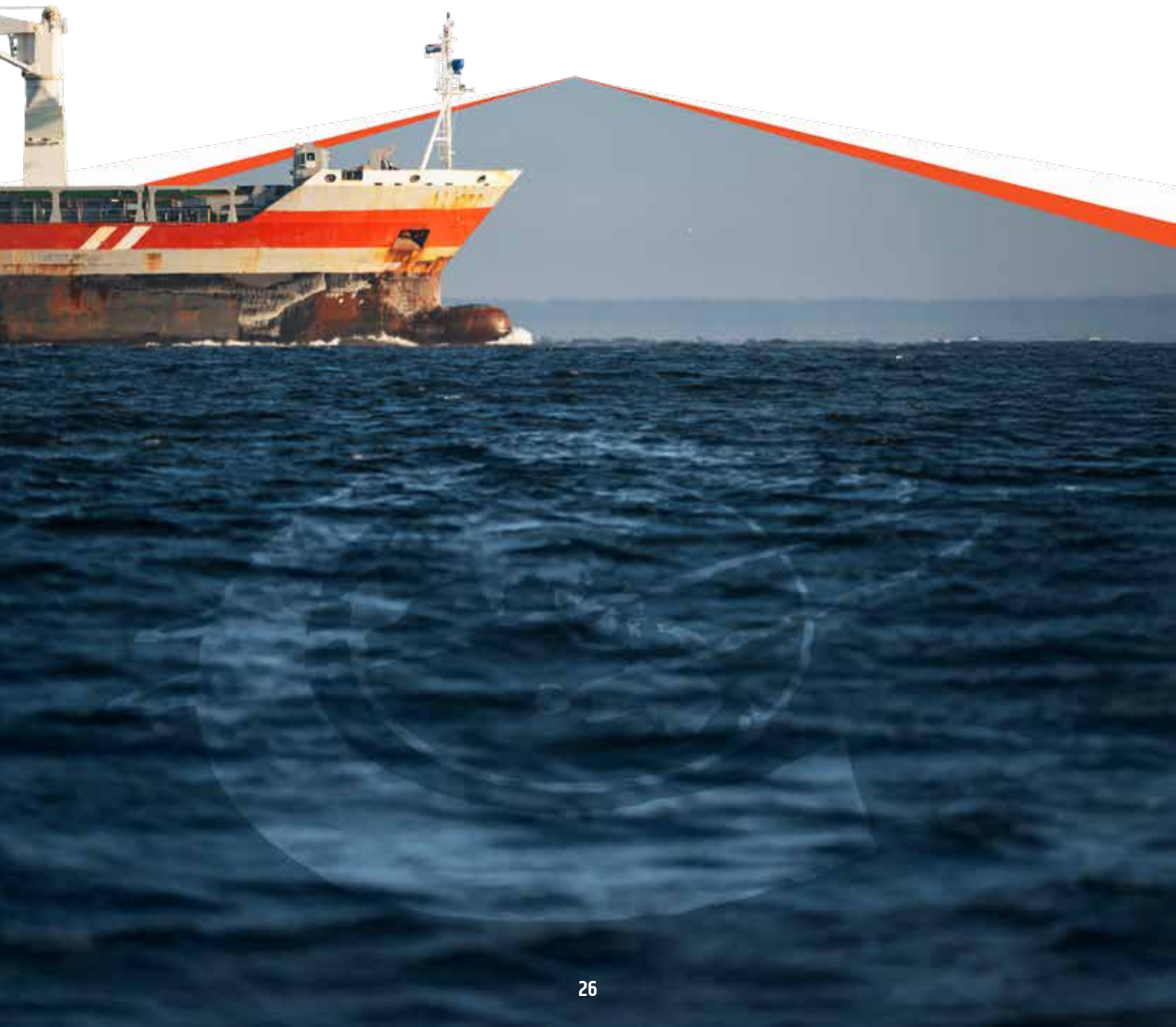
A comprehensive search of the vessel was subsequently conducted by the combined teams of CGSS Bauan and the Special Operations Group Southern Tagalog. During the search, three additional perpetrators were discovered onboard the vessel. All four suspects were apprehended and subsequently turned over to the Investigation and Detection Unit – Southern Tagalog of the PCG for appropriate legal proceedings.

No items were reported stolen during the incident.



F

ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2026)



F ReCAAP ISC'S MAIN ACTIVITIES (JANUARY-MARCH 2026)

20th Governing Council Meeting of the ReCAAP ISC 10-12 Mar 2026

The 20th Governing Council (GC) Meeting of the ReCAAP ISC was held from 10 to 12 March 2026 in Singapore, hosted by the Singapore Government. The Council Meeting was attended by the Governors and Representatives of the ReCAAP Contracting Parties. The Close Session of the Meeting was conducted on 11 March and 12 March morning, while the Open Session together with 15 External Participants and two States was held in the afternoon of 12 March 2026.

During the meeting, the Council reviewed ReCAAP ISC's activities and commended the Centre on the progress made under the three pillars of its mission - Information Sharing, Capacity Building and Cooperative Arrangements. The Council also deliberated on the ReCAAP ISC's one-year workplan and approved budget for FY 2026. In planning ahead, the Council reviewed the three-year workplan for FY 2026 to FY 2028 and the 10-year road map for FY 2027 to FY 2036. The Council appreciated the Centre's efforts in revamping the IFN used by Focal points in submitting incident reports and amplifying reports to the Centre, and the Centre's persistent efforts in making seas in Asia safe and secure.



Governors and Executive Director of ReCAAP ISC at the 20th Governing Council Meeting

ReCAAP 20th Anniversary Celebration Dinner and Symposium 12-13 Mar 2026

The ReCAAP 20th Anniversary Celebration and Symposium was held on 13 March 2026 and attended by Governors and representatives from ReCAAP Contracting Parties, international organisations, maritime industry partners and other stakeholders. Based on the theme '*Adapting to Evolving Maritime Security Challenges*', it was an occasion to reflect on the Centre's achievements and discuss the changing maritime security landscape. A welcome dinner for guests and participants was also hosted on the evening of 12 March 2026.

Highlights of the event included the unveiling of the ReCAAP 20th Anniversary logo, together with the launch of the ReCAAP 20th Anniversary webpage and Coffee Table Book documenting the Centre's milestones and partnerships since its establishment in 2006. The event featured Welcome Remarks by Admiral Ronnie Gil Gavan, Chairperson of the ReCAAP Governing Council, and an Opening Address by Mr Murali Pillai, Senior Minister of State, Ministry of Law and Ministry of Transport, Republic of Singapore. This was followed by a pre-recorded keynote address by Mr Arsenio Dominguez, Secretary General of the International Maritime Organization (IMO), and a presentation by Vijay Chafekar, Executive Director of ReCAAP ISC, titled "*ReCAAP ISC: 20 Years Journey & The Way Forward*". The symposium featured two panel discussions on emerging maritime threats and collaborative approaches to addressing piracy and maritime crimes, reinforcing the continued commitment of regional and international partners to maritime security.



Mr Murali Pillai (*seated centre*), with Governors, Executive Director, Moderators and Panellists of the Symposium

Launch of 20th Anniversary webpage 13 Mar 2026

The ReCAAP ISC launched the ReCAAP's 20th Anniversary webpage highlighting the organisation's key milestones, achievements, and contributions in promoting regional cooperation to combat piracy and armed robbery against ships in Asia over the past two decades. The webpage also showcased key initiatives, partnerships, and activities undertaken by the ReCAAP ISC together with its Contracting Parties and stakeholders. The launch marked an important milestone in commemorating 20 years of collective efforts of the ReCAAP to enhance maritime security and strengthen information sharing and cooperation among regional partners.



Nautical Forum 9 Jan 2026

ReCAAP ISC conducted the Nautical Forum at the Suntec Singapore Convention & Exhibition Centre on 9 January 2026. Jointly organised with the Maritime and Port Authority of Singapore (MPA) and the Singapore Shipping Association (SSA), the forum brought together more than 150 participants from shipping companies and associations, government and law enforcement agencies, diplomatic missions and academia.

Key highlights of the forum included discussions on the piracy and sea robbery situation in Asia, along with updates from the littoral States on their latest efforts to deter and suppress armed robbery against ships in the SOMS.

The forum also featured a panel discussion on littoral States' efforts and collaborative engagements in addressing the situation in SOMS, as well as recommendations on how to sustain the recent improvements of the situation within the area. Panellists highlighted cooperative engagements among littoral States, emphasised the importance of reporting incidents to the nearest coastal States to facilitate the apprehension of perpetrators, and discussed the collective efforts by all stakeholders to deal with the situation in SOMS in 2026.



Chairperson, Executive Director, Moderator, Panellists and Speakers at the Nautical Forum

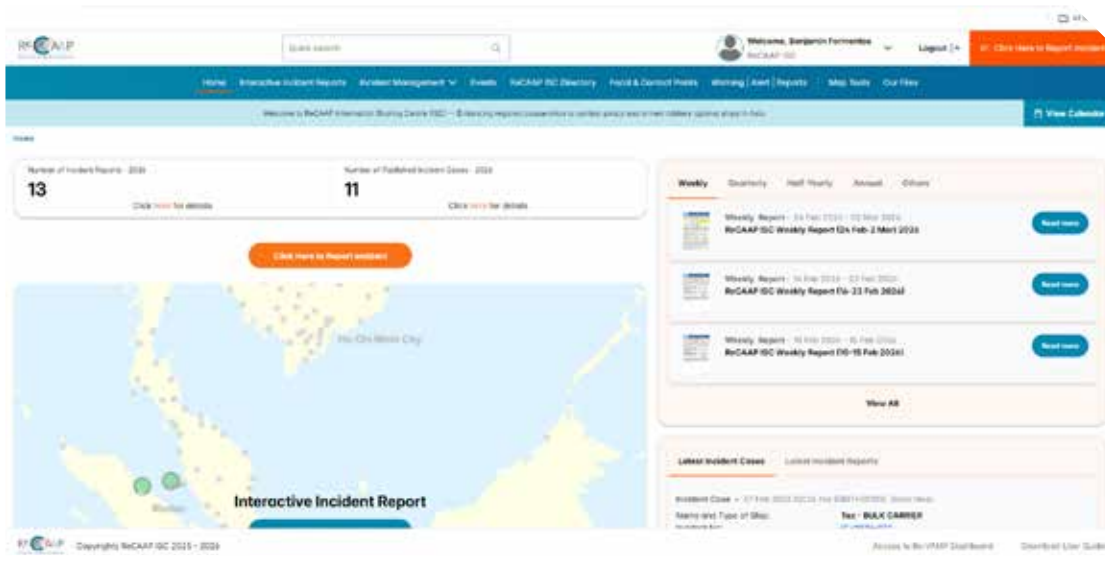
2nd Capacity Building Virtual Lecture 14 Jan 2026

The ReCAAP ISC conducted its second Capacity Building Virtual Lecture for FY 2025 on 14 January 2026. The session featured two presentations: *"Integrating Online Open-Source Resources with Satellite Imagery to Enhance Maritime Security in Asia"* by a Consultant at the United Nations Institute for Training and Research (UNITAR), and *"Efforts on Policy Support, Governance Strengthening, and Institutional Frameworks Relevant to Maritime Safety and Security in the Asia Region"* by a Portfolio Manager at Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH. The virtual lecture brought together 39 participants representing 18 ReCAAP ISC Focal Points for a focused exchange of perspectives and discussion on the use of open-source intelligence and satellite imagery to enhance maritime security across Asia, and initiatives on policy support, governance strengthening, and institutional frameworks relevant to maritime safety and security in the region.



Launch of the Revamped Information Network System (IFN) 25 Jan 2026

The ReCAAP ISC on 25 January 2026 launched its revamped IFN to enhance the efficiency, security, and timeliness of maritime incident reporting and information sharing among member states. The upgraded IFN platform strengthens the ability of national Focal Points to report, verify, and exchange information on incidents of piracy and armed robbery against ships in a more streamlined and secure manner. With improved system architecture and user interface, the revamped platform supports faster dissemination of alerts and updates, enabling authorities to respond more effectively to incidents and improving overall maritime situational awareness across the region under the framework of ReCAAP.



Snapshot of the Revamped Information Network System (IFN)

Annual Virtual Focal Point Training Programme (FPTP) 27-28 Jan 2026

The Annual Virtual Focal Point Training Programme (FPTP) held from 27 to 28 January 2026, aimed to enhance the skillsets of Focal Point and Contact Point officers in the reporting and verification of piracy and armed robbery against ships incidents. A total of 32 officers from 13 ReCAAP Focal Points and Contact Point in Asia participated in the training, which covered topics on ReCAAP Agreement, incident verification and reporting procedures, the importance of timely and effective incident reporting. The training programme concluded with a scenario-based tabletop exercise using the revamped IFN system to practise incident reporting, verification and information sharing.



Engagement of Indonesia Marine and Air Police Corp 11 Feb 2026

The ReCAAP ISC team visited Indonesia Marine and Air Police Corps (IMAP) HQ on 11 February 2026 and called on the police senior superintendent, Head Law Enforcement Directorate, and the senior officials of the IMAP. Both sides reaffirmed their commitment to deepen cooperation and sustain the current momentum towards safe transit for shipping through the SOMS. The meeting also explored opportunities for further cooperation, including IMAP's participation in upcoming ReCAAP ISC capacity building programmes to strengthen cooperation in information sharing, incident reporting and responses to incidents.



Meeting with senior officials of the IMAP

Visit to MFA Indonesia **11 Feb 2026**

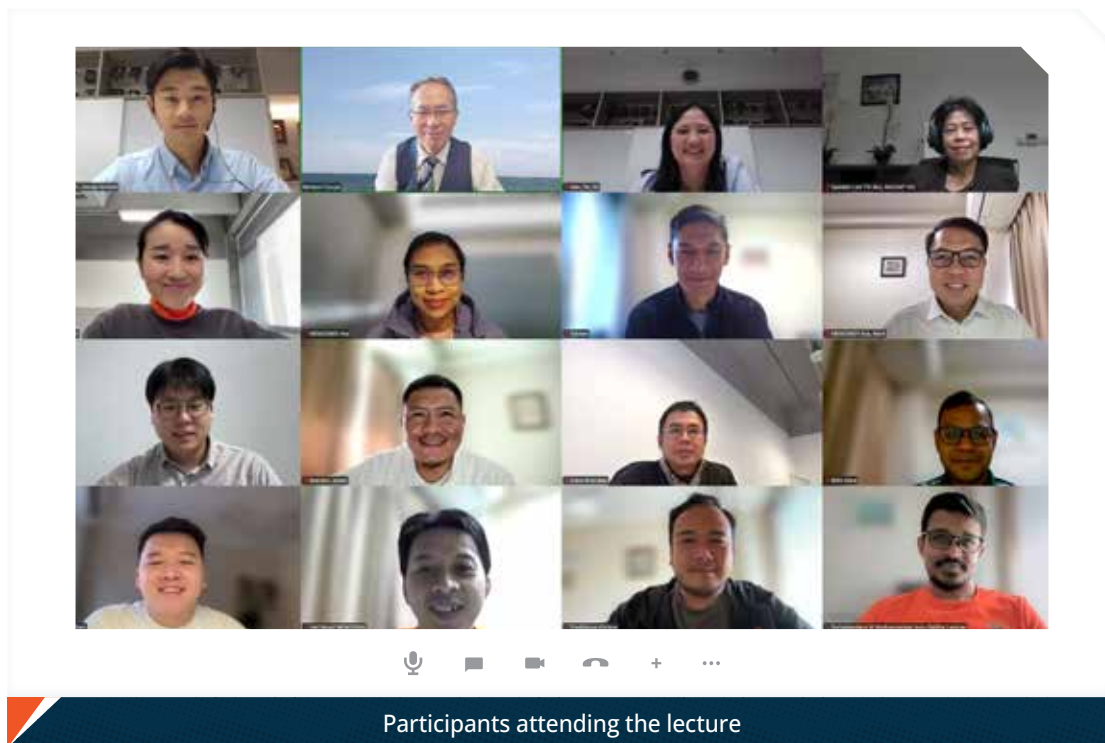
The ReCAAP ISC team met with Mr Andy Aron, Director for Legal Affairs and Territorial Treaties, Ministry of Foreign Affairs, Indonesia on 11 February 2026. As one of the three littoral States of SOMS, Indonesia plays an important role in monitoring, arresting and prosecuting culprits involved in sea robberies targeting merchant vessels transiting the busy waterways of the SOMS. Indonesia reaffirmed its strong commitment in upholding and effectively implementing UNCLOS, emphasising the importance of maritime security and safety across its strategic waterways and numerous chokepoints. Indonesia remains open to technical cooperation and values its ongoing collaboration with ReCAAP ISC, BAKAMLA, and other national maritime agencies. Mr Aron highlighted the complexity of Indonesia's multi-agency enforcement landscape and stressed the importance of practical cooperation and capacity-building support. Mr Andy Aron also attended the ReCAAP 20th Anniversary Celebration and Symposium, on the invitation of ReCAAP ISC.



Meeting with senior officials of the Ministry of Foreign Affairs, Indonesia

Virtual Lecture to GRIPS 5 Mar 2026

The Senior Assistant Director (Research) Ms Wan Fei Fei delivered a virtual lecture to the students of Maritime Safety & Security Policy Programme (MSP) on 5 March 2026. MSP is a program jointly offered by the National Graduate Institute for Policy Studies (GRIPS) and Japan Coast Guard. The lecture consisted of an introduction of ReCAAP and its role, the latest situation of piracy and armed robbery against ships in Asia and the trend in Asian Piracy. Furthermore, the students were briefed on ReCAAP ISC's efforts to enhance information sharing and inter-agency cooperation, and efforts by law enforcement agencies to arrest perpetrators that boarded ships illegally to steal engine spares and scrap metal.



Ongoing Engagements with Key Stakeholders Jan-Mar 2026

In strengthening the close collaboration with key stakeholders, the team at ReCAAP ISC led by ED-ISC held several meetings with various key parties to discuss ways to combat piracy and armed robbery against ships in Asia, and to ensure the safe traverse of seafarers. The following engagements took place during January-March 2026:

6 Jan 2026



Courtesy call on Senior Assistant Commissioner (SAC) Ang Eng Seng, Commander, Singapore Police Coast Guard

21 Jan 2026



Courtesy call on Mr Murali Pillai, Senior Minister of State, Ministry of Law and Ministry of Transport, Republic of Singapore

11 Feb 2025



Courtesy call on Donny Charles Go, Police Senior Superintendent, Head Law Enforcement Directorate, Indonesia Marine and Air Police Corps (IMAP)

11 Feb 2025



Courtesy call on Mr Andy Aron, Director for Legal Affairs and Territorial Treaties, Ministry of Foreign Affairs, Indonesia

18 Mar 2026



Visit by Commander Niwa Hideaki, Chief of the 52nd Somalia Dispatched Investigation Team of Japan Coast Guard, and Commander Takaura Yasuhiro, Executive Officer of the Japan Self-Defence Force destroyer OHNAMI

G CONCLUSION

The ever-changing piracy and armed robbery situation in Asia highlights the continuing challenges faced by the shipping industry and law enforcement agencies in addressing this issue, which is also impacted by the situation happening in the rest of the world.

There has been a decline in incidents in SOMS and the Philippines following the arrest of perpetrators, illustrating the effectiveness of robust enforcement actions undertaken by the law enforcement authorities. These outcomes highlight the importance of sustained law-enforcement measures, including enhanced patrols, timely operational responses and close cooperation among the relevant authorities, in deterring maritime crime.

Notwithstanding these improvements, seafarers on their part are encouraged to remain vigilant when traveling through areas of concern and to report any incidents in a timely manner. They can refer to Posters that have been published by the Centre containing the contact details of MRCC of coastal States, ReCAAP Focal Points/Contact Point and law enforcement agencies of the littoral States of SOMS. The shipping industry can also leverage on analytical tools such as the ReCAAP Data Visualisation Map and Panel (Re-VAMP), to support informed risk assessments and take preventive measures as part of their voyage planning.

As an Information Sharing Centre, the ReCAAP ISC will continue to disseminate timely and relevant information through reports and alerts, closely engage the shipping industry to better understand operational challenges and respond to evolving security needs.

Moving forward, as ReCAAP celebrates and commemorates two decades of regional cooperation and partnership for safer seas in Asia in 2026, the Centre will continue to build on its strength in data analytics, to provide deeper insights and analysis on piracy and sea robbery incidents in Asia. We will also study the nexus between armed robbery against ships and other maritime crimes, and forge stronger links with regional law enforcement agencies to enhance information sharing and operational response. The Centre will also continue to engage the shipping community and partner organisations to strengthen cooperation and solicit feedback on how the Centre can stay relevant to serve the needs of stakeholders. It is through the combined efforts of all stakeholders involved that piracy and armed robbery can be better addressed, to ensure that Asia remains incident-free for the safe passage of ships in one of the world's busiest sea lanes.



Definitions & Methodology in Classifying Incidents

Definitions

Piracy, in accordance with Article 101 of the United Nations Convention on the Law of the Sea (UNCLOS 82), is defined as:

1. "Piracy" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
 - (i) on the **high seas**, against another ship, or against persons or property on board such ship;
 - (ii) against a ship, persons or property in a place outside the jurisdiction of any State;
 - (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
 - (c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Armed Robbery Against Ships, in accordance with the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships of the International Maritime Organisation (IMO) Assembly Resolution A.1025(26), is defined as:

2. "Armed robbery against ships" means any of the following acts:
 - (a) any illegal act of violence or detention, or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship, or against persons or property on board such ship, **within a State's internal waters**, archipelagic waters and territorial sea;
 - (b) any act of inciting or of intentionally facilitating an act described above.

Methodology in Classifying Incidents

To provide some perspective on incidents of piracy and armed robbery, the ReCAAP ISC, evaluates the significance level of each incident in terms on **two factors** – the violence and economy. The indicators for these two factors are as follows:

1. **Violence**. This factor refers to the intensity of violence in an incident. It is further grouped under the three indicators to determine the gravity of violence:
 - (a) Type of weapons. Perpetrators who board a ship with no visible weapons are generally deemed as less violent compared to those equipped with pistols, knives, machetes, or other dangerous weapons. In cases where more sophisticated weapons are used, such incidents would be considered more violent.

- (b) Treatment of crew. Incidents where perpetrators kill or kidnap crew are deemed to be more violent compared to petty thieves who flee upon being noticed. Other cases could include threatening crew members, assault, or serious injury.
- (c) Number of perpetrators engaged in attack. As a rule, an incident where a larger number of perpetrators were involved would be considered more significant as having a large capacity (as well as probability) for use of force. A larger number of pirates/robbers may also indicate the involvement of gangs or organised syndicates rather than petty and opportunistic pirates who generally operate in small groups.
2. **Economy**. This factor takes into consideration the type of the property stolen from the ship. Cases of theft of cash or personal effects are generally less significant incidents compared to cases where the entire ship is hijacked either for the cargo onboard or theft of the vessel.

Using these indicators, the ReCAAP ISC, classifies all incidents into one of the four categories to determine their overall significance.

Category	Description
CAT 1	The perpetrators were mostly armed with guns and knives, and the crew is likely to suffer some form of injury or physical violence such as being assaulted or tied up or threatened. In term of losses, the ship was either hijacked or the cargo on board was stolen, for example siphoning of cargo oil.
CAT 2	Majority of CAT 2 incidents involved 4-9 men who are likely to be armed with knives/machetes and in 1/4 of the incidents, armed with guns. The crew is likely to be threatened or held hostage temporarily to allow the perpetrators to steal the crew's cash and ship's property including engine spares. In a few cases, the crew suffered some form of injury or physical violence but less severe in nature compared to CAT 1 incidents.
CAT 3	CAT 3 incidents involved perpetrators who were armed, with either knives/machetes or other items such as sticks, rods, bats etc. The crew was not harmed, although there were cases of crew subject to duress during the incident but not harmed physically. In almost half of the CAT 3 incidents, the perpetrators were unable to steal anything from the vessel, but in cases where losses were reported, stores and engine spares were the commonly targeted items.
CAT 4	The perpetrators are not armed and the crew not injured. More than half of CAT 4 incidents involved 1-3 men who escaped empty-handed upon sighted by the crew.

This classification of incidents allows the ReCAAP ISC, to provide some perspective of the piracy and armed robbery situation in Asia and to facilitate the maritime community to carry out risk assessment.

DESCRIPTION OF INCIDENTS (JANUARY-MARCH 2026)

Actual Incidents of Piracy and Armed Robbery Against Ships in Asia

CAT 2

CAT 3

CAT 4

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
1	Super Shuttle RoRo 9 RoRo cargo ship Panama 17884 7902647	3/1/26 2350 hrs	13° 46' N 120° 59' E Batangas Anchorage, Philippines	<p>While at anchor, perpetrators from one motor banca boarded the ship and <u>stole some cables.</u></p> <p>The incident was reported to PCG Substation Bauan. The PCG apprehended one perpetrator onboard the motor banca and conducted comprehensive search onboard and apprehended another four perpetrators. The perpetrators were charged under Violation of Article 122 of the revised Penal Code as Amended by R.A 7659- Piracy in General and Mutiny on the High Seas or in Philippine waters.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
2	HK Tug 9 Tug boat Singapore 299 9767120 LKH 7887 Barge	5/1/26 1350 hrs	1° 15.64' N, 104° 4.73' E Approximately 4.1 nm from Pulau Nongsa Beacon, (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, approximately six perpetrators were sighted onboard the barge with three sampans alongside. At 1410 hrs, the master updated that the perpetrators escaped from the barge, and all three sampans departed from the area. <u>Some scrap metals were reported stolen.</u> The tug boat and barge continued their voyage and no assistance was required. <u>All crew members were accounted for and without injury.</u></p> <p>The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilance.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
3	<p>Sakizaya Wisdom Bulk carrier Panama 40034 9460590</p>	16/1/26 0600 hrs	<p>13° 45.51' N, 120° 58.36' E</p> <p>Batangas Anchorage, Southeast of Brgy San Pedro, Bauan Philippines</p>	<p>While at anchor, <u>several firefighting equipment and shipboard fittings were found missing</u> from the open deck areas during a safety security round of the ship. It is believed that perpetrators boarded the ship during night time and stole the items.</p> <p>The incident was reported to the company, local agents, and Vessel Traffic Management System (VTMS) Batangas. Additional security rounds were implemented, and all remaining bronze were removed from the open deck and secured on board as a preventive measure.</p> <p>CGS Batangas directed CGSS Bauan and CGSS Mabini to intensify seaborne patrols and conduct periodic radio announcements to all nearby ships in anchorage area to remain vigilant against illegal activities.</p> <p>[ReCAAP Focal Point (Philippines)]</p>
4	<p>HK Tug 8 Tug boat Singapore 299 9557537</p> <p>LKH 2882 Barge</p>	16/1/26 1335 hrs	<p>1° 15.64' N, 104° 6.91' E</p> <p>Approximately 3.8 nm from Pulau Nongsa Beacon, (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat observed one sampan alongside the barge with approximately five perpetrators sighted on the barge taking scrap metals. About 40 minutes later, the perpetrators were sighted left in the sampans. The tug boat and barge continued their voyage and no assistance was required. <u>All crew members were accounted for and without injury. Some scrap metals were stolen.</u></p> <p>The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilance.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
5	<p>Empress Zonda Bulk carrier Panama 93575 9871787</p>	17/1/26 0354 hrs	<p>1° 4.35' N, 103° 40.88' E</p> <p>Approximately 2.6 nm from Pulau Cula, (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, <u>six perpetrators armed with knives</u> were sighted at the steering gear room. The ship's general alarm was raised. All crew members mustered and were accounted for. A search was carried out with no perpetrators found onboard. <u>The crew members were not injured</u> and <u>some engine spares were stolen.</u></p> <p>The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilant watch at all times in the SS. RSN and SPCG were notified of the incident. SPCG boarded the vessel for security check at Singapore Anchorage but did not find any perpetrators on board. Information of the incident was also shared with Indonesian Authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
6	<p>Hub 21 Tug boat Malaysia 296 9616333</p> <p>Manyplus 5 Barge</p>	19/1/26 1455 hrs	<p>1° 15.98' N, 104° 9.22' E</p> <p>Approximately 6 nm from Pulau Nongsa Beacon, (Indonesia), in the eastbound lane of the TSS</p> <p>(SOMS)</p>	<p>While underway, the master of the tug boat observed three sampans around the barge and three perpetrators on the barge taking scrap metals from the barge. About half an hour later, the perpetrators were sighted leaving in the sampans. The tug boat and barge continued their voyage and no assistance was required. <u>All crew members were accounted for and without injury.</u> <u>Some scrap metals were stolen.</u></p> <p>The master reported the incident to Singapore VTIS. Safety broadcasts on anti-piracy watch were initiated to remind all vessels to maintain vigilant watch at all times in the SS. RSN and SPCG were notified of the incident. Information of the incident was also shared with Indonesian Authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
7	Super Shuttle RoRo 9 RoRo cargo ship Panama 17884 7902647	22/1/26 0125 hrs	13° 53.69' N, 120° 46' E Waters off Bauan, Batangas, Philippines	<p>While at anchor, a seaborne patrol personnel of CGSS Bauan saw one of the perpetrators climbing the ship from an unnamed motor banca. The Philippine Coast Guard team immediately apprehended the perpetrator, and found <u>a knife onboard the motor banca.</u></p> <p>A comprehensive search of the ship was conducted by the combined teams of CGSS Bauan and Special Operations Group Southern Tagalog. Three additional perpetrators were found onboard the ship, and all four perpetrators were turned over to the Investigation and Detection Unit - Southern Tagalog. <u>Nothing was stolen.</u></p> <p>[ReCAAP Focal Point (Philippines)]</p>
8	Maersk Vilnius Container ship India 20927 9408956	25/1/26 1245 hrs	14° 31.08' N, 120° 47.43' E Anchorage waters off Cavite City, Philippines	<p>While at anchor, the crew noticed that <u>several items, namely cable wires and parts of the ship's beam, were missing from the ship.</u> The master subsequently confirmed that no other losses or damages were sustained, and that no further assistance was required. <u>The crew were not injured.</u></p> <p>Upon receipt of the report, CGS Manila immediately directed Coast Guard Sub-Station (CGSS) Cavite City to conduct maritime patrol (MARPAT) operations and establish contact with the ship. Thereafter, all CGSS within the Cavite area were directed to conduct shore patrols and maintain heightened vigilance, particularly for possible sightings or recovery of the stolen items.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
9	Maersk Cap Jackson Container ship Singapore 47877 9484560	26/1/26 2100 hrs	14° 33.1' N, 120° 49.7' E Manila Bay Anchorage, Philippines	<p>While underway, <u>two perpetrators with a gun-like object</u> were sighted on the poop deck. The general alarm was raised and all crew mustered to conduct a search. No perpetrator was found onboard. <u>All crew members were accounted for with no injuries. Some engine spares were stolen.</u></p> <p>The incident was reported to Singapore VTIS West. Safety broadcast was initiated. The RSN and PCG were notified of the incident. PCG boarded the ship upon her arrival at the anchorage. A search was conducted and no perpetrator was found. Information of the incident was shared with the Indonesian authorities.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
10	AS Nora Container ship Marshall Islands 39753 9565340	20/2/26 0354 hrs	14° 33.77' N, 120° 49.65' E At Manila International Container Terminal (MICT) Anchorage area, Philippines	<p>While at anchor, the duty crew noted that the cover of the hawse pipe of the starboard anchor was opened. After informing the 2nd officer, the general alarm, including the typhoon alarm was raised. A search was conducted with no perpetrators found on board. Subsequently, the master ordered an inventory and inspection of the deck equipment. <u>The crew were not injured. Some ship property/stores were stolen.</u></p> <p>The incident was reported to VTMS Corregidor and Coast Guard Station (CGS) Manila. CGS Manila immediately directed the duty MARPAT team to verify the incident, and advised the Master to strengthen onboard security measures and increase roving duties to prevent similar incidents.</p> <p>[ReCAAP Focal Point (Philippines)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
11	Taz Bulk carrier Marshall Islands 24184 9703825	27/2/26 0234 hrs	1° 2.47' N, 103° 39.32' E Approximately 3.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, five perpetrators boarded the ship. <u>One of the perpetrators was armed with a knife.</u> The ship's general alarm was raised and crew mustered and accounted for. A search was carried out onboard with no further sightings of perpetrators. <u>The crew were not injured. One crew's mobile phone was stolen.</u></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
12	Nord Auriga Bulk carrier Singapore 44397 9865556	28/2/26 0248 hrs	1° 5.73' N, 103° 33' E Approximately 13.2 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, three unarmed perpetrators were sighted on board the ship. The master initiated a security search with no perpetrators found onboard. <u>The crew were not injured. Nothing was stolen.</u></p> <p>The incident was reported to Singapore Port Operations Control Centre (POCC). The SPCG boarded the ship at Eastern Bunkering B Anchorage (AEBB) and conducted a search and investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

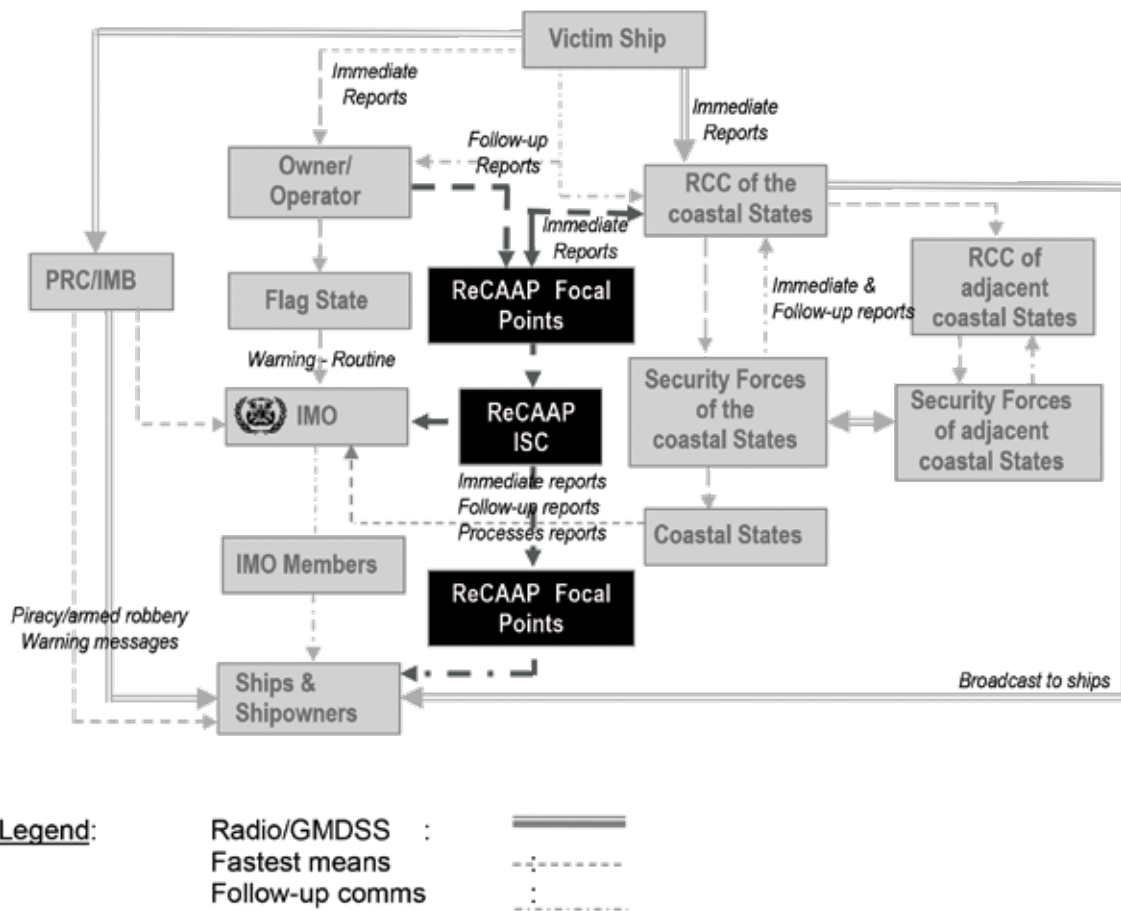
S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
13	<i>Ocean Radiance</i> LPG tanker Palau 46021 9194969	7/3/26 0300 hrs	1° 2.3' N, 103° 40.2' E Approximately 2.4 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>seven perpetrators armed with knives</u> were sighted in the engine room. There was no confrontation with the crew. The master raised the general alarm and crew mustered. A search was carried out onboard with no further sightings of perpetrators. <u>The crew were not injured.</u></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
14	<i>Darya Tiana</i> Bulk carrier Hong Kong, China 36353 9720316	18/3/26 0130 hrs	1° 4' N 103° 36' E Approximately 6.5 nm off Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators (not armed) were sighted at the starboard gangway. The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>nothing was stolen.</u> There was no confrontation between the perpetrators and crew; and <u>all crew members were safe and accounted for.</u></p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

S/N	Ship Name, Type of Ship, Flag, GT, IMO No.	Date Time	Location of Incident	Details of Incident
15	Hellasship Bulk carrier Liberia 92752 9574236	19/3/26 0155 hrs	1° 3.61' N 103° 37.66' E Approximately 5.7 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, <u>four perpetrators armed with long knives</u> were sighted in the steering gear room. The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>nothing was stolen</u>. A crew was slightly injured when running away from the perpetrators with <u>a minor cut to his forehead. The bleeding stopped after first aid was administered.</u> The agent arranged for shore medical follow up.</p> <p>The incident was reported to Singapore VTIS. Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the SS. The RSN and SPCG were notified of the incident. Information was shared with the Indonesian authority.</p> <p>The SPCG boarded the ship at Eastern Boarding Ground "B" (PEBGB) and conducted a search and investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>
16	Aristoteles Graecia Bulk carrier Cyprus 81499 9772931	19/3/26 0345 hrs	1° 2.9' N 103° 37.7'E Approximately 5.1 nm northeast of Pulau Cula (Indonesia), in the eastbound lane of the TSS (SOMS)	<p>While underway, four perpetrators were sighted in the engine room. <u>One of the perpetrators was armed with a long knife.</u> The ship's general alarm was activated and crew mustered. After conducting a search onboard, master confirmed there was no further sighting of the perpetrators and <u>some engine spares were stolen. All crew members were safe and accounted for.</u></p> <p>The incident was reported to Singapore Vessel Traffic Information System (VTIS). Safety broadcast on anti-piracy watch was carried out to warn all vessels to maintain a vigilant watch at all times in the Singapore Strait (SS). The Republic of Singapore Navy (RSN) and Singapore Police Coast Guard (SPCG) were notified of the incident. Information was shared with the Indonesian authority.</p> <p>The SPCG boarded the ship at Eastern Holding B Anchorage (AEHB) and conducted a search and investigation.</p> <p>[ReCAAP Focal Point (Singapore)]</p>

Flow Diagram on Procedure for Reporting Piracy and Armed Robbery Against Ships in Asia

In accordance to the MSC.1/Circ 1334 on 'Guidance to ships owners, ship operators, ship masters and crew on preventing and suppressing acts of piracy and armed robbery against ships', the flow diagram on Procedure for Reporting Incidents of Piracy and Armed Robbery Against Ships in Asia is shown below:

Flow Diagram for reporting incidents in asia



Notes:

1. The RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points. These Focal Points also disseminates as appropriate the incident information internally to their respective RCCs, maritime authorities and law enforcement agencies.
2. The ReCAAP Focal Points are governmental agencies designated by the respective Contracting Parties of the ReCAAP Agreement.
3. The incident reporting process in Asia does not change other reporting processes for incidents already in practice.


Contact Details of ReCAAP Focal Points/Contact Point

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
Australia		
Australian Maritime Border Operations Centre (AMBOC) Maritime Border Command (MBC) E-mail: MBC_NCU@abf.gov.au	+61-2-6275-6000	+61-2-6275-6275
Bangladesh		
Department of Shipping E-mail: shaker395@yahoo.com	+88-02-01768417758 +88-02-223374377	+88-02-9587301
Brunei		
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Denmark		
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Germany		
Federal Police Germany Department for Maritime Security Piracy Prevention Centre (PPC) Email: bpol.see.ppz@polizei.bund.de	+49 4561-4071-3333 (24/7 service)	+49 3020-4561-2198

Country & Agency In-Charge	Point of Contact	
	Phone No	Fax Number
India		
MRCC (Mumbai) Coast Guard Region (West) Mumbai – India Email: mrcc-west@indiancoastguard.nic.in mrcc.mumbai@gmail.com	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592 +91-94-2946-9297 (Mobile)	+91-22-2431-6558 +91-22-2438-8065 +91-22-2438-3592
Japan		
Japan Coast Guard (JCG) Ops Centre Email : jcg-op@mlit.go.jp	+81-3-3591-9812 +81-3-3591-6361	+81-3-3581-2853
Republic of Korea		
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Country & Agency In-Charge	Point of Contact	
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Coast Guard District South Western Mindanao (CGDSWM) Email: hcgdswm@yahoo.com	VHF: Channel 16 with call sign "NEPTUNE" +63-998-585-7972 +63-917-842-8446	
Singapore		
Maritime and Port Authority of Singapore Port Operations Control Centre (POCC) Email: pocc@mpa.gov.sg	+65-6226-5539 +65-6325-2493	+65-6227-9971
Sri Lanka		
Sri Lanka Navy Operations Room MRCC (Colombo) Email: nhqdno@yahoo.com nhqdno@navy.lk	+94-11-244 5368 +94-11-221 2230/31	+94-11-244 1454 +94-11-244 9718
Thailand		
Royal Thai Navy Maritime Information Sharing Centre (MISC) Email: RTN_MISC@navy.mi.th	+66-2475-4532	+66-2475-4577
United Kingdom		
National Maritime Information Centre Operations Centre Email: jmsc-nmicops@mod.gov.uk jmsc-rnteam@mod.gov.uk	+44-2392-211941 +65-8741-7111	+44 2392-212024 Please indicate "FAO NMIC – A Leg" if send by fax
United States		
USCG Rescue Coordination Center Alameda (RCC Alameda) Email: rccalameda1@uscg.mil	+1-510-437-3701	+1-510-437-3017
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The ReCAAP ISC, makes use of various sources of information in producing its reports. The primary source is the ReCAAP ISC's Information Network System (IFN). Where necessary, the ReCAAP ISC leverages on other secondary sources of information, including those from the International Maritime Organization (IMO), the Information Fusion Centre (IFC), the Malaysian and Indonesian authorities, the commercial entities (such as shipping companies, ship owners, ship operators, ship agents, etc.) and other publicly available sources to facilitate analysis on patterns and trends, and to make recommendations. The ReCAAP ISC acknowledges these sources.



**Regional Cooperation Agreement on Combating Piracy
and Armed Robbery against Ships in Asia**

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